



FEDERAL BUREAU OF INVESTIGATION

Washington, D. C. 20537

REPORT

of the

LATENT FINGERPRINT SECTION IDENTIFICATION DIVISION

FEDERAL GOVERNMENT

YOUR FILE NO.
FBI FILE NO.
LATENT CASE NO.

95-271189
C-52548

January 29, 1987

TO: HQDA (DAPC-PED-F)
Alexendria, Virginia 22331-0400

Attention: [redacted]

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b7C

RE: ARROW AIRLINES FLIGHT 950 JW
CRASH AT GANDER, NEWFOUNDLAND
DECEMBER 12, 1986;
IDENTIFICATION MATTER

Airport

REFERENCE: Telephone call January 13, 1987
 EXAMINATION REQUESTED BY:
 SPECIMENS:

Enclosed is a copy of an inked fingerprint obtained from body part 164-A. Also enclosed is a copy of a fingerprint card for Mark William Ferguson.

As set forth in our Latent Fingerprint Section report of January 14, 1986, the inked fingerprint obtained from body part 164-A was identified with an inked fingerprint appearing on a fingerprint card bearing the name Mark William Ferguson, submitted by the U.S. Army bearing service #411-37-0542 and the date and place of birth as March 10, 1966, in Abingdon, Virginia.

95-271189-48

32 MAR 26 1987

FBI

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(3)

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b7CMAIL ROOM

THIS REPORT IS FURNISHED FOR OFFICIAL USE ONLY

FBI/DOJ

FEDERAL BUREAU OF INVESTIGATION
LATENT FINGERPRINT SECTION
IDENTIFICATION DIVISIONDate 3/25/87

(To be used in lieu of correspondence covering evidence submission to the L. F. P. S.)

Submitting Agency _____

Delivered by _____ Accepted By _____

To be used for telephone request

Time _____ b6
b7C _____Requesting Agency HQDA (DAPC-PED-F), ALEXANDRIA, VA. 22331-0400

Requested by _____ Accepted By _____

Examiner _____

Victim _____ FBI FILE NO. 95-271189Offense _____ LATENT CASE NO. C-52548Place and date 04/09/87 Airport NewfoundlandSuspects Re: ARROW Airlines flight 950 JW
CRASH AT GANDER, NEWFOUNDLAND
DECEMBER 12, 1985
IDENTIFICATION UNITReport to be directed to ABOVE

Copies to _____

Evidence to be returned to _____

Date of hearing, grand jury, trial or reason why expeditious handling is necessary _____

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EVIDENCE / BRIEF FACTS

(THIS SPACE FOR BLOCKING)

95-271189-49

TO MAY 8 1987

JUL 27 1987 (over)
4/1/87
55: SBC
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FBI/DOJ

95-271189 (over)



FEDERAL BUREAU OF INVESTIGATION

Washington, D. C. 20537

REPORT

of the

LATENT FINGERPRINT SECTION IDENTIFICATION DIVISION

YOUR FILE NO.

FBI FILE NO. 95-271189
LATENT CASE NO. C-52548

April 1, 1987

TO: HQDA (DAPC-PED-F)
Alexandria, Virginia 22331-0400

Attention: [redacted]

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b7C

Airport Newfoundland

RE: ARROW AIRLINES FLIGHT 950 JW
CRASH AT GANDER, NEWFOUNDLAND
DECEMBER 12, 1985:
IDENTIFICATION MATTERREFERENCE: Telephone call March 23, 1987
 EXAMINATION REQUESTED BY:
 SPECIMENS:

Enclosed is a copy of inked fingerprints obtained from body D039. Also enclosed is a copy of a fingerprint card for John Richard Wright.

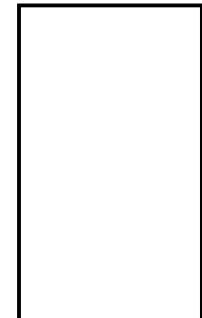
95-271189-50

As set forth in our LFPS report of January 14, 1986, the inked fingerprints obtained from body D039 were identified with the inked fingerprints appearing on a fingerprint card bearing the name John Richard Wright, submitted by the U. S. Army bearing service #417-04-1102 and the date and place of birth as June 3, 1962, in Dothan, Alabama.

Enclosures (2)

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10 MAY 8 1987

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60-JUL 27 1987
Walt

MAIL ROOM

THIS REPORT IS FURNISHED FOR OFFICIAL USE ONLY

FBI/DOJ

July 8, 1988

ARROW AIRLINES FLIGHT 950JW
CRASH AT GANDER, NEWFOUNDLAND, CANADA
12/12/85

The Federal Bureau of Investigation did not conduct any independent investigation regarding this incident. They did however conduct several interviews in the United States [redacted].

Additionally the Federal Bureau of Investigation (FBI) Laboratory and Identification Divisions assisted in the identification of the bodies of the crash victims.

By letter dated December 31, 1985, the [redacted] requested FBI assistance in the interview of members of a flight crew of Arrow Air DC6-63 who had flown the aircraft just prior to the December 12, 1985, crash. The purpose of the interview was to ascertain details regarding the condition of the aircraft. Accordingly, Agents from the Miami and San Francisco Divisions of the FBI interviewed [redacted] and [redacted]. The results

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of these interviews were disseminated to the [redacted] in Washington, D.C. Immediately following the crash, FBI forensic experts were dispatched to the site; however, the Canadian authorities declined the FBI's offer of assistance. A representative of the Identification Division did observe the removal of some of the bodies to the temporary morgue facilities at Gander Airport and also provided some assistance in the identification process.

On December 14, 1985, the Canadian authorities made a decision to return the crash victims to the Armed Forces Institute of Forensic Pathology (AFIFP), Dover Air Force Base, Dover, Delaware. The AFIFP requested the assistance of the FBI's Disaster Squad and during the period December 16-21, 1985, they assisted in the body identification efforts at the Dover Air Force Base mortuary facilities. Additionally, the FBI Laboratory conducted an analysis on a number of hair samples taken from the crash victims in order to determine race and hair color.

The forgoing represents the full extent of the FBI's investigation into this matter.

95-271189-50X1

OTT 32-86

A search of LEGAT Ottawa indices failed to disclose any evidence of a criminal investigation conducted in captioned matter. LEGAT Ottawa indices located captioned case file which is wholly concerned with the request for the FBI Identification Division's Disaster Team to assist in the identification of the crash victims.

The U. S. Ambassador to Canada, Thomas M. T. Niles, has requested LEGAT Ottawa to determine the existence of the FBI criminal investigation referred to in the enclosure and any report results or conclusions.

FBIHQ is requested to furnish LEGAT Ottawa with information requested in the preceding paragraph in a form suitable for dissemination to Ambassador Niles.

Oral Questions

Given that a number of key leaders in forestry and mining, the Premiers of Alberta, Ontario, and Québec, Canadians renewing mortgages, the New Democratic Party, and many others are calling for lower interest rates, the Government must change its present course of making the people pay, before the country is driven off the precipice into the next depression.

* * *

ENVIRONMENTAL AFFAIRS**DUMPING OF ITALIAN TOXIC WASTE IN NIGERIA**

Mr. Bob Brisco (Kootenay West): Mr. Speaker, recently more than 100,000 tonnes of hot, stinking toxic waste from Italy were dumped in Nigeria in containers which were so hot that workers wearing rubber gloves burnt their hands when trying to handle them.

Nigeria is the very country which sponsored a resolution against such action. That resolution was adopted by the Organization of African Unity. Nigeria is the present recipient of these pollutants from the United States and Europe.

Canada must lead the way in bringing a halt to this practice of the poorer countries of Africa being prepared to receive the pollutants of other nations on the basis of a cash return. The returns in terms of health are going to be horrendous.

from this investigation were withheld, considered too dangerous to the national security of the United States to be released?

How can the Government accept any report from the Canadian Aviation Safety Board that does not include an examination of this FBI report?

Mr. Blaine A. Thacker (Parliamentary Secretary to Minister of Transport): Mr. Speaker, I understand that my colleague opposite just returned from Washington with some information. We would be more than delighted to meet with him and take any information he has which will assist us in the CASB investigation.

• (1420)

REQUEST THAT ROYAL COMMISSION BE APPOINTED

Mr. George Baker (Gander—Twillingate): Mr. Speaker, it is outrageous that the Canadian Aviation Safety Board would be working on a final report when it lacks so much vital information.

The pilot activated an engine fire extinguisher before impact. That evidence is not in the report. The pilot activated the master fire warning light before impact. That evidence is not available to the Board.

The FBI, according to its own documentation, was denied access to the crash site. A Major-General in the U.S. Army tried to order a bulldozing of the entire crash site the day following the crash, before any investigation could take place.

My supplementary question is directed to the Prime Minister. How can the Government contemplate accepting a report that excludes the opinions of the four aviation experts on the Board, that excludes the autopsy reports, that excludes the eye witness accounts, and that excludes any explanation why a CID inspector was on that aircraft, armed, because "he was transporting evidence to be used in a criminal trial in the United States"?

Will the Government appoint a Royal Commission with special powers to examine all of the evidence that is available?

Mr. Blaine A. Thacker (Parliamentary Secretary to Minister of Transport): With great respect to my colleague opposite, he knows that the final report has not been made. An interim report is out and all parties are making representations on that.

Mr. Boudria: Not all parties.

Mr. Thacker: A final report will then be presented and at that time the Government will make the appropriate choices.

It is also true that the Canadian Aviation Safety Board has a process with an internal separate body to investigate these accidents. We surely want that process to be respected because, after all, it was set up by the previous administration.

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7/8/88

Director, FBI

LEGAT, Ottawa (32 - 86) (Enclosures 6)

④ ARROW AIRLINES FLIGHT 950JW
CRASH AT GANDER, NEWFOUNDLAND, CANADA
12/12/85

Re Ottawa airtel to FBIHQ dated 6/20/88.

Enclosed for LEGAT Ottawa are six copies of an LHM regarding captioned crash which are suitable for dissemination to U. S. Ambassador to Canada, Thomas M. T. Niles.

1 - Mr. Cox
1 - Mr. Prouty
1 - Foreign Liaison Unit, OLIA (Enclosure 1)

NOTE: By way of background Arrow Airline Flight 950JW was a charter U. S. Flight that crashed on 12/12/85, after a refueling stop at Gander, Newfoundland, while carrying U. S. troops returning from the Middle East. The crash took the lives of 248 U. S. Servicemen and 8 civilian crew members.

George Baker, Liberal Party Member, Canadian House of Commons, demanded during a debate in the House of Commons that a Special Royal Commission be empowered to obtain FBI documents concerning an alleged FBI investigation into possible criminal involvement in captioned crash.

U. S. Ambassador to Canada, requested that LEGAT Ottawa determine if the FBI criminal investigation referred to by George Baker exists.

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Asst. Dir.:
Adm. Serv.
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Ident.
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Legal Coun.
Off. Cong. & Public Affs.
Rec. Mgmt.
Tech. Servs.
Training

Telephone
Director's Secy

1988 JUL 27 1988

MAIL ROOM

95-271189-50X

91 JUL 20 1988

FBI/DOJ

FBI

TRANSMIT VIA:

Teletype
 Facsimile
 AIRTEL

PRECEDENCE:

Immediate
 Priority
 Routine

CLASSIFICATION:

TOP SECRET
 SECRET
 CONFIDENTIAL
 UNCLAS E F T O
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CLASS 110SRC'D 111

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REC

Date 6/20/88~~TO:~~

Director, FBI
 ATTN: R. A. RICKA, INSPECTOR-DEPUTY ASST. DIR., CID

FROM: *SEL* LEGAT, OTTAWA (32-86) (P)

SUBJECT: *④* ARROW AIRLINES FLIGHT 950JW
CRASH AT GANDER, NEWFOUNDLAND, CANADA
12/12/85

Re Ottawa airtel 6/10/88 captioned as above,
 transmitted to FBIHQ via facsimile on 6/10/88.

Enclosed is a photocopy of a portion of the transcript
 of a 6/8/88 debate in the Canadian House of Commons concerning
 captioned matter.

For information, Arrow Airlines Flight 950JW was a
 chartered U. S. flight that crashed on 12/12/85 after a refueling
 stop at Gander, Newfoundland, while carrying U. S. troops to the
 United States from the Middle East. The crash took the lives of
 248 U. S. Servicemen and 8 civilian air crew members.

On 6/8/88 George Baker, Liberal Party member, Canadian
 House of Commons, demanded in a debate in the House of Commons
 that a Special Royal Commission be empowered to obtain FBI
 documents concerning an alleged FBI investigation into possible
 criminal links to captioned crash.

ENCLOSURE

③ - Bureau, Enc.
 (1 - Foreign Liaison Unit, OLIA)
 1 - Ottawa (32-86)

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 (4)

95-371139-50X

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Approved: _____

Transmitted _____
 (Number) (Time)

Per _____

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